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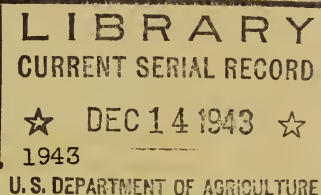


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WAR FOOD ADMINISTRATION  
Food Distribution Administration  
Washington 25, D. C.

December 1, 1943

DIRECTOR'S MEMORANDUM NO. 64



Conservation of Transportation Facilities

Administrator's Memorandum No. 29, Supplement 1, directs our attention to the necessity of conserving transportation in the movement of commodities under the War Food Administration's jurisdiction. Conservation is necessary if the country is to meet expected traffic increases in 1944, and at the same time provide a reserve of transportation facilities which may be drawn upon in the event of unusual surges of traffic.

The Transportation and Warehousing Branch, in collaboration with the commodity branches, shall request each of the food industries to prepare and submit plans for a reduction of 10 percent in the ton miles of transportation which it is contemplated they will use in 1944 as compared with 1943. If such saving is impossible of accomplishment, we must ask the industries to effect as much saving as is possible and furnish adequate reasons why a full 10-percent reduction cannot be reached. These contacts with the food industries should be made through the industry advisory committees where feasible, but if for some reason some other method of approach seems desirable, a method of contact should be worked out jointly by the Transportation and Warehousing Branch, the appropriate commodity branch, and the Industry Operations Branch.

Measures that may be employed to achieve this saving include the minimizing of cross-hauls, concentration upon the nearest markets, procuring supplies from nearby sources, packaging foods to greater density, and avoiding circuitous routing.

The responsibility for this task is placed in the Transportation and Warehousing Branch with Mr. W. E. Rosenbaum, Assistant Chief, Transportation Conservation and Investigation Division in charge of the Conservation Program.

It will also be necessary for each commodity branch to anticipate transportation requirements in the movement of products for which they are responsible and to inform the Transportation and Warehousing Branch of such requirements as early as possible.

With proper planning and timing it is believed that it will be possible to avoid the imposition of serious mandatory restrictions governing the use of transportation facilities. If the commodity branches furnish

estimates and keep them up to date as additional knowledge of crop prospects become available, it seems likely that it will be possible to avoid difficult and possibly insurmountable situations which may arise as a result of deficiencies with respect to transportation facilities.

*Roy F. Hendrickson*  
Director

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